

MDOT Local Agency Bridge Bundling Pilot Project
Virtual DBE Open House

October 26, 2020

Summary of Questions & Answers

- Q: How will MDOT ensure that the design-build teams are bidding on the same package for the same bridge?
- A: There will be a uniform RFP for all proposers which will contain the minimum requirements. Alternate Technical Concepts (ATCs) will be allowed and discussed at one-on-one meetings after the RFP is released. ATCs will either be rejected, accepted, or conditionally accepted, which will modify the requirements for that submitter.
- Q: Will ATCs be accepted?
- A: Yes
- Q: Has the MDOT Construction Engineering & Inspection (CEI) Project Management Consultant (PMC) been selected yet?
- A: No. The RFP for the MDOT CEI PMC for the pilot project is under final development and is anticipated to be advertised in a couple of weeks.
- Q: Can shortlisted submitters reach out to DBEs they have worked with before, other than the DBEs who participated in this Open House & Matchmaking Session?
- A: Yes. This was an “ice breaker” and all parties are encouraged to initiate, and keep communications going.
- Q: What is the overall scope of the full program?
- A: The potential size of an expanded program, based on the 2019 Feasibility Study, could include over 800 bridges, and require upwards of \$1B. This critical need was at the heart of the Governor’s original budget request in early 2019 which ultimately did not make it through to the final budget legislation. The current 20 bridge pilot is 100% federally funded through some special funds made available by FHWA and MDOT. No additional funding for a future bundle has been identified yet.
- Q: Who will be responsible for permitting?
- A: MDOT will be trying to secure individual environmental permits for each bridge location needed prior to the design-build contract award. Specific areas will be identified as cleared for construction. Permits revisions or deviations will be the responsibility of the design-builder. Any permits needed after contract award will be identified in the RFP, including an occupancy/construction permit from each bridge owner, under terms and conditions which MDOT is working with the locals to identify and make as uniform as possible.

Q: Will drainage design be part of the scope?

A: It is likely that drainage design work will be part of the design process under the design-build contract. Specific design features and who will perform these tasks will be determined by the design-builder.

Q: Will the 20 bridges be under one contract?

A: Yes.

Q: Is there a definite schedule for each bridge closure? Will liquidated damages be tied to the overall contract cost?

A: In a couple of cases there may be constraints on the timing of closures and openings, this is still being determined; however the majority of the sites will not have specific start and completion dates, rather, a maximum overall closure timeframe and a general stipulation that once work superstructure and then wait for beams to be fabricated, etc. The specific MOT requirements and application of liquidated damages will be defined in the RFP.